

TRAIN AT MILE-A-MINUTE PLUNGES FROM TRESTLE; 14 KILLED, 47 INJURED

WEATHER—Showers to-night or Wednesday; cooler.

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The



World.



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GIRLS WHO SHOT STOKES ARE HELD BY MAGISTRATE

Prima Facie Case of Attempted Murder, Decides Freschi After Hearing.

LETTER INQUIRY OVER.

Court Decides Sleuth Committed No Crime in Taking Them.

Lillian Graham and Ethel Conrad, the two young girls who on the evening of June 7 shot W. D. Stokes in a battle that had for its basis a bundle of love letters tied with a pink ribbon, were to-day held by Magistrate Freschi, in the Tombs Court, to await the action of the Grand Jury upon the charge of attempted murder.

The Magistrate fixed bond for the girls in the sum of \$5,000 each and declined to pass upon the acceptance of the bond, leaving that feature for a Judge of the Court of General Sessions or a Justice of the Supreme Court.

The bonds were taken in full by the train in part by the same persons, and to approved the same and committed both girls to freedom. Magistrate Marrazzi of No. 40 East One Hundred and Sixteenth street, was told by a woman and moving picture artist at that address, signed the bonds. He was confident in the presence of the woman. The woman said that she had no plans for her course until Monday, when their next appearance is scheduled to take place.

COURT DECIDES SLEUTH COMMITTED NO CRIME.

As a side issue to the hearing Magistrate Freschi has before him James Cumming, house detective for the Ansonia Hotel, who was charged with improperly taking the letters written by Stokes to Lillian Graham, District Attorney Whitman and Deputy Police Commissioner Dillon said with the Magistrate. After hearing John Bloom, superintendent of the Varuna Apartment House, Paul M. Spon, former Deputy Commissioner of Police and the four city detectives, Sullivan, Walsh, Devery and Flynn, the Magistrate decided that Cumming had committed no crime in taking the letters, and the District Attorney said that he would not ask for a warrant.

So ended the inquiry into the mystery of the missing letters, at least for the time being.

In the last hearing before the Magistrate, which began at 10:30 o'clock to-day, District Attorney Whitman and Deputy Police Commissioner Dillon occupied seats with the 25 Magistrate. The presence of the District Attorney and the deputy commissioner was due to the charges that were made that four detectives of the Police Department either gave to James Cumming, Stokes's hotel detective, or permitted him to take, a packet of letters written by Stokes to Lillian Graham. The Police Department has made departmental charges against the four detectives and Cumming was summoned to appear before Magistrate Freschi to-day and explain his part of the deal.

STOKES SLEUTH APPEARS TO AFFIRM STORY OF LETTERS.

When the girls had gone back to their seats behind the railing to await the efforts of their attorneys for the making of a new bond, Magistrate Freschi called James Cumming, the detective for the Ansonia, for whom a summons had been issued in order to ascertain how he got the letters. John Bloom, superintendent of the Varuna Apartments, took the stand and testified at length to the fact that after the shooting Detective McCormack had first entered the room with Policeman Tully. He said neither of them took away any letters. Then he added that Detectives Sullivan, Walsh, Flynn and Devery came along and two of them took a package tied with pink ribbon from the girl's trunk. It was the detectives read the letters, put some back and retain others. His story was substantially as published in an interview in the Evening World yesterday.

Bloom was asked if he had not told Deputy Commissioner Dillon that he heard Cumming tell Cumming to put the letters in his pocket, that they were important. He said that he had not. Whereupon John Bloom, superintendent of the Varuna Apartments took the stand and testified at length to the fact that after the shooting Detective McCormack had first entered the room with Policeman Tully. He said neither of them took away any letters. Then he added that Detectives Sullivan, Walsh, Flynn and Devery came along and two of them took a package tied with pink ribbon from the girl's trunk. It was the detectives read the letters, put some back and retain others. His story was substantially as published in an interview in the Evening World yesterday.

(Continued on Fourth Page.)

Terrible Wreck of 60-Mile-an-Hour Federal Express After It Rolled Down Railroad Bank Near Bridgeport

SPECIALLY PHOTOGRAPHED BY AN EVENING WORLD STAFF PHOTOGRAPHER. FOR OTHER REMARKABLE PHOTOGRAPHS SEE PAGES 2 AND 3.



5 CENTS TO CONEY IS TAKEN UP AGAIN BY SERVICE BOARD

Cram Insists Upon Trying Lower Rate Now—Willcox Reassembling Information.

The Public Service Commission to-day indicated an intent to reopen the Coney five-cent fare cases which it decided adversely to the people a year ago. Edward M. Bassett, the chief tenor of the commission, was not represented by Gov. Dix and his successor, J. Sargent Cram, insists that a five-cent fare should now be ordered by the commission.

"I want to see a Coney five-cent fare before I die," declared Mr. Cram, "and not when all of the new subways are completed as arranged for in the McAneny report. For the life of me I cannot see why the low fare is not ordered, and the people given the benefit of the doubt that the company can afford to carry people there for the one fare."

Mr. Cram said that he would as soon as might be convenient move the passage of resolutions to reduce the fare to Coney Island to five cents between the hours of 6 and 8 A. M. and 3 and 6 P. M. He hoped to call up these matters at the next stated meeting, which will be on Friday.

Mr. Cram's attitude upon the Coney five-cent fare has stirred the other members of the commission. Chairman Willcox said to-day:

"The several departments of the commission have been ordered to bring down to date the information the commission has been collecting with reference to the Brooklyn Rapid Transit Company and the Coney Island and Brooklyn Company fare to Coney Island. This is done so the commission can have the latest information before the members."

The commission also passed to-day the resolution restoring transfers upon the surface lines of the city at 10 points, which was announced yesterday. The companies have until Aug. 10 to restore the transfers or make ready to fight the commission. Three of the four surface lines are in the hands of receivers and their representatives declare they will fight the order of the commission to the highest court.

4-ALARM BLAZE IN CORK FACTORY MAKES BIG SMOKE

Late This Afternoon Fire Starts That Is Fought From Sea and Land.

Late this afternoon four alarms were sent in for a fire at Van Brunt, Sealing and Front streets, Brooklyn.

The blaze started in a big cork factory owned by L. Mundel & Sons, No. 141 Van Brunt street.

It was fought by fireboats as well as the land engines.

No lives were reported to have been lost.

The fire gave forth a tremendous volume of smoke, giving the impression to homegoers on the bridges and ferries that a great conflagration was raging. The smoke billowed out in great clouds. One woman in her night gown from a fourth story window, she was taken to the Long Island College Hospital.

100-STORY SKYSCRAPER PLANNED FOR NEW YORK.

Vice-President Mortimer Makes the Announcement to Building Owners' Convention.

CLEVELAND, O., July 11.—It was announced to-day that plans have already been drawn for a one-hundred-story building in New York. It will be 1,200 feet high and the tallest building in the world. The announcement was made here by Vice-President George T. Mortimer of the United States Realty Company of New York to the National Building Owners' and Managers' Convention, which is in session here.

Mortimer stated that the plans for the building were submitted to him just before he left New York. Mortimer's company owns the new 100-story building, the tallest building in New York, and controls about \$3,000,000 worth of New York skyscrapers.

GIANTS VS. PIRATES.

Pittsburgh 0 2 1
New York 1 0 0

TEMPERATURE UP TO 94, RELIEF DUE TO-MORROW

Local Thunder Storms May Even Make It a Little Cooler To-Night.

There is some comfort for the sweltering, broiling city this afternoon in the thought that it won't be so hot to-morrow—not by 5 degrees. At least that is what Forecaster Reed says with a glad laugh.

But to-morrow is another day, and meanwhile the sneaky little breeze straying in from the northwest at the rate of twelve miles an hour failed to keep down the humidity, which had been beaten down to 12 degrees lower than yesterday during the night. The humidity had caught its way up to 45 degrees, 1 degree lower than at the same time yesterday at 1 o'clock this afternoon.

The sneaky little breeze did little good. The general suffering was as great as ever.

The temperature jumped seven degrees between the hours of 6 and 8 o'clock in the morning; it kept right on up, and at about a quarter of 12 it got right up to 94. Inside of fifteen minutes it had dropped back to 90, and then began a slow trot for the 94 mark it had set for itself early in the day.

"But it won't get there—not by one degree," announced Forecaster Reed, and there was a note of exultation in his voice.

The weather man assured the heavens for a sign of rain, but he could not find any. Still, he would not predict "continued fair weather."

"Fog" said he, "why should I take the chance of having the reliability of the bureau discredited by a sporting local thunder storm like the one we had yesterday. We never can tell when one of those things will get started. They don't do much good, anyhow. Still, we may get one of those—never can tell."

SURGEONS AND POLICE TRY TO KEEP DOWN DEATH LIST.

Today's killing by the boat began early. There were two reported, both in Brooklyn, between midnight and 9 o'clock. One man dropped dead in front of the Knickerbocker Hotel, at

BRITON'S ATHLETES BEAT AMERICANS IN LONDON MEET

Five Events to Four Result of Yale-Harvard and Oxford-Cambridge Contests.

HOW EVENTS RESULTED.

Sixteen-Pound Hammer Throw. Won by G. E. Putnam, Christ Church, Oxford, an American Rhodes scholar from Kansas.

Putnam's throw was 151 feet 5 inches; Child's of Yale, 140 feet 7 inches; Cable of Harvard, 137 feet 10 inches; Bowser of Cambridge, 130 feet 10 inches.

120-Yard High Hurdles. Won by George A. Chisholm of Yale; J. B. Cummings of Harvard second. Time, 15.2 seconds, new intervarsity record.

100-Yard Dash. Won by Duncan MacMillan, Trinity, Cambridge. Time, 10.1 seconds. Fred A. Reilly of Yale was second.

Half-Mile Run. Won by B. M. Preble, Harvard; Anderson, Oxford, second; Jacques, Harvard, third. Time, 1 minute 47.1-5 seconds.

Quarter-Mile Run. Won by F. C. Black, Pembroke, Cambridge; Duncan MacMillan, Trinity, Cambridge, second; John H. Stewart Jr. of Yale, third; Herbert W. Kelley, Harvard, fourth. Time, 49.4-5 seconds.

Running Broad Jump. Won by John H. Holden of Yale; J. B. Kilpatrick of Yale was second. Holden's mark was 22 feet 9 inches.

One Mile. Won by Philip John Baker, Kings, Cambridge; M. P. Lawless of Harvard, second. Time, 4.37.3-5.

Running High Jump. Won by Worcester Canfield of Yale, whose mark was 5 feet 11.3-4 inches; Albert D. Parker of Harvard was second, with 5 feet 10.3-6 inches. Luster Canfield made 4 feet 3-8 inches.

Two-Mile Race. Won by E. Gowan Taylor, Pembroke, Oxford; G. H. Porter, Brasenose, Oxford, second; Paul E. Withington, Harvard, third; William F. Ryan, Harvard, fourth. Time, 9m, 59.1-5s.

LONDON, July 11.—The Oxford-Cambridge

SPEED HURLS EXPRESS FROM VIADUCT RAILS INTO STREET OF CITY

Federal's Substitute Engineer Drives Delayed Train at Mile a Minute on Switch Where 15 Miles Is Ordered Rate.

RESCUERS FIGHT FLAMES TO TAKE OUT DEAD AND HURT

Six Cars Follow Engine in Wild Leap Into the Air From 25-Foot Trestle.

(Special From a Staff Correspondent of The Evening World.)

BRIDGEPORT, Conn., July 11.—Fourteen persons were killed and forty-seven were so seriously injured as to require hospital treatment in the wreck here at 3.25 o'clock this morning of the Federal Express of the New York, New Haven and Hartford Railroad, bound from Washington to Boston.

Among the dead are the engineer and fireman of the train. Late this afternoon five of the dead remained unidentified. Four of the injured will probably die. They are Daniel Kissner, head brakeman of the wrecked train, whose home is at No. 104 Willis avenue, Bronx; John W. Pfeiffer of Rendville, Mass.; Mary McSweeney of Philadelphia and Loretta McCrokan of No. 3316 Wharton street, Philadelphia.

The wreck was caused by the excessive speed at which the train took a switch, or crossover, from an inner to the outer eastbound track on a viaduct at Fairfield avenue, a mile west of the railroad station in Bridgeport. The train consisted of two baggage cars, one loaded with fish spawn from the United States Fish Commission at Washington, a day coach and six sleeping cars.

Running at the rate of nearly sixty miles an hour, this train shot off a twenty-five-foot trestle and embankment into a city street and the lawn of a residence. Three of the Pullmans, the day coach and the two baggage cars followed the locomotive from the rails and landed in a tumble of broken timbers, twisted steel and splintered glass, nearly two city blocks long and from twenty to fifty feet high. Two of the Pullmans remained on the embankment, one of them not leaving the rails.

The Providence that looks after professional baseball players assigned one of these lucky Pullmans at New York last night to the St. Louis National Baseball Club. This team, twenty-five members strong, bound for Boston, escaped unscathed.

ENGINEER UNACUSTOMED TO RUN.

There are divers and contradictory stories concerning the cause of the wreck. The train was on the New York, New Haven and Hartford system, was bound from Washington to Boston.

It was transferred around New York by water last night from Jersey City and started from Mott Haven nearly an hour late.

The engineer for this ill-fated run was a sub, A. L. Curtis, who took the place of the regular man, Fowler. Curtis, who was killed with his fireman, was regularly the engineer of the Cannon Ball freight, a fast train over the system between New York and Boston. To the fact that Curtis has been accustomed to driving a freight train at top speed over the tracks of the line may, perhaps, be attributed the wreck of to-day.

The New York, New Haven & Hartford is a four-track road along the Sound. Generally speaking, the two outside tracks are used for passenger trains and the two inside tracks for freight. But the inside tracks are also used for the fast express trains, which do not stop except at divisional points.

The Federal Express, away behind time, took, from Stamford, the track next inside the southerly or east-bound track. It was on this inside track that Curtis was accustomed to pounding along, night after night, with his Cannon Ball freight, with clear signals ahead and all switches set for his accommodation.

The Federal Express is scheduled to make a stop at Bridgeport to shift off one of the baggage cars and take on express. To make the stop it is necessary to switch the train from the second track to the outside track. This shift was made at a signal tower just west of the Fairfield avenue viaduct, a steel bridge protected on each side by heavy solid steel railings.

SECRET OF WRECK WITH DEAD ENGINEER.

The viaduct crosses Fairfield avenue, which thoroughfare accommodates a double track trolley line and many lines of telephone wires. The floor of the viaduct is about twenty feet above the level of the street. On each side of the viaduct, stretching away to east and west, is an embankment, the top of which is from twenty-five to thirty feet above the base.

The tower is on the solid embankment, just west of the viaduct. The crossover, or short track, ran from a switch in the inside track about one hundred feet west of the tower to a similar switch in the outside track, just where the rails run off the solid embankment upon the viaduct.

Curtis is dead. His fireman is dead. No living person can say what